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NRO REVIEW COMPLETED

[REDACTED]

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4 September 1963

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MEMORANDUM FOR: Deputy Director for Science and Technology

SUBJECT : Daily Activity Report - 4 September 1963

1. Mission Status

a. The U-2 detachment at Edwards Air Force Base, California is in standby status. The detachment [REDACTED] alerted two missions for [REDACTED]. One mission is to fly against the Chinese missile test range with take off time set for [REDACTED] returning to base [REDACTED]. The second mission is to be over north Vietnam [REDACTED] and returning to base [REDACTED].

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b. BRASS KNOB - One SAC U-2 mission was begun against Cuba on 3 September but was recalled after an estimated 18% target coverage because of aircraft within 30 nautical miles of the mission aircraft.

2. OXCART Flights, 3 September 1963:

a. Aircraft #124 (trainer) made flight #130 for a duration of 1:42 hours. Purpose: instrument practice and IFF evaluation.

3. OXCART Status [REDACTED] 1500 hours, 3 September 1963:

a. Aircrafts #121 and #122 are having engines installed and additional instrumentation added to #121. Next flight: #121 about 6 September and #122 about 5 September.

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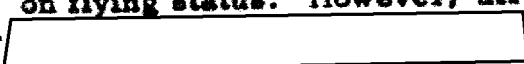
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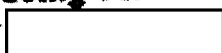
b. Aircraft #125: service bulletin modification maintenance is being completed before this aircraft is turned over to 

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c. Aircraft #126: on flying status. However, all aircraft joints are being taped for  flight test evaluation.

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d. Aircraft #127: special camera vacuum windows are being installed in preparation of a Perkin-Elmer camera flight test scheduled for 4 September.

e. Aircrafts #128 and #129: #128 in final assembly with completion now estimated by 13 September. #129 is being removed from shipping van in preparation for final assembly 

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4. The AF-12 (Interceptor) #1001 aircraft is grounded until about 11 September for routine maintenance and equipment checks.

5. OXCART Engine Problem.

Second stage compressor blade tip interference has occurred during abrupt changes in operating conditions. Various blade/shroud clearances combined with different densities of honeycomb in the shroud have been tested.

A combination of 0,080 inches tip clearance with a fine honeycomb shroud has been accepted as an interim solution. Four engines have been modified to this configuration and are being installed on articles 121 and 122 this week.

Other configurations using the combination of 0,080 clearance and coarse honeycomb will be incorporated in other engines. Tests will also be made using 0,100 inch clearances. All runs will be evaluated and appropriate engineering changes will be issued for future production and overhauled engines.

6. SATELLITES - CORONA/J - Mission 1001. Camera inoperative as a result of 400 cycle vehicle inverter malfunction. If not corrected, the second J capsule will be recovered on pass 176, at 0139Z, 5 September.

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